

Air Traffic Control Explanation of Changes

**Direct questions through appropriate facility/region staff
to the Office of Primary Interest (OPI)**

a. 1-2-6. ABBREVIATIONS

Adds the following abbreviations to Table 1-2-1:

(ACL) Aircraft List (ATP-110)
(APR) ATC Preferred Route (ATP-110)
(GPD) Graphics Plan Display (ATP-110)
(NIDS) National Institute for Discovery Sciences (ATP-200)
(OID) Operator Interface Device (ATP-120)
(RA) Radar Associate (ATP-110)
(UFO) Unidentified Flying Object (ATP-200)
(URET) User Request Evaluation Tool (ATP-110)
(URET CCLD) User Request Evaluation Tool Core Capability Limited Deployment (ATP-110)

b. 2-4-20. AIRCRAFT IDENTIFICATION

Deletes "U.S." from the example of identifying Special Air Mission (SAM) flights. (ATP-110)

c. 2-9-3. CONTENT

Clarifies that the ASOS/AWOS wind information is primarily only for weather observation purposes. (ATP-120)

d. 2-10-1. EN ROUTE SECTOR TEAM POSITION RESPONSIBILITIES

Identifies new en route sector team responsibilities associated with managing flight data using URET CCLD. (ATP-110)

e. 3-1-8. LOW LEVEL WIND SHEAR ADVISORIES

Includes the term "tornado" in appropriate paragraphs and phraseology examples. (ATP-120)

f. 3-3-4. BRAKING ACTION

Eliminates the need to issue a NOTAM when all three MU-Meter readings for a runway are above 40. (ATP-120)

g. 3-10-4. INTERSECTING RUNWAY SEPARATION

Adds a phrase to indicate LAHSO is not applicable to USN aircraft. (ATP-120)

h. 4-5-3. EXCEPTIONS

Defines an exception for allowing aircraft to fly at incorrect altitudes for direction of flight provided URET CCLD procedures and functionalities are used. (ATP-110)

i. 4-7-1. CLEARANCE INFORMATION

Clarifies the assignment of altitude. (ATP-120)

j. 5-9-8. SIMULTANEOUS INDEPENDENT DUAL ILS/MLS APPROACHES- HIGH UPDATE RADAR

Adds a note clarifying that the option of issuing a descent in conjunction with instructions to an aircraft to turn to avoid another aircraft deviating from an adjacent approach course during simultaneous closely spaced independent ILS/MLS approaches should only be used when no other option is available. The note reinforces the requirement that altitude assignments should provide for minimum obstruction clearance. (ATP-103)

k. 5-10-2. APPROACH INFORMATION

Pilots landing at a nontowered airport that has an Automated Weather Observing System (AWOS) or an Automated Surface Observing System (ASOS) should monitor the ASOS/AWOS broadcast to ascertain the current weather and advise the controller that they have the weather. If the pilot does not have the frequency for the ASOS/AWOS, the pilot may request the frequency from the controller. (ATP-120)

l. 7-9-4. SEPARATION

Rewords and removes the Note under paragraph 7-9-4b and places it more appropriately under paragraph 7-9-4c. (ATP-120)

m. SECTION 9. UNIDENTIFIED FLYING OBJECT (UFO) REPORTS

Adds a new section giving direction on how to report any unexplained phenomena. Previously, no single database has been available; and now, one research institution will compile a single database for effective analysis. (ATP-200)

n. 11-1-2. DUTIES AND RESPONSIBILITIES

Defines responsibilities for traffic management personnel to perform URET CCLD duties. (ATT-200)

o. CHAPTER 13. DECISION SUPPORT TOOLS

Adds a new chapter describing the procedures to be employed during use of URET CCLD. (ATP-110)

p. Editorial/format changes were made where necessary. Revision bars were not used due to the insignificant nature of the changes. (ATA-10)